**Amendments to the Specification**:

Please replace the paragraph beginning on page 23, line 17, with the following rewritten paragraph:

Firstly, the characterizing feature of the stator coil 4 lies in the use of a segment-configuration coil. That is to say, the stator coil 4 is formed of a plurality of successively connected electrically conductive coil segments, each being of formed from copper rod which has an approximately rectangular cross-sectional shape. Fig. 2 is a partial oblique view which illustrates the configuration of the rearward coil end portion 42 of the stator coil 4, its relationship to the stator core 31, and the manner of interconnecting the coil segments. As shown, open end portions 43 of the coil segments protrude from the stator core 31, with the tip portions of respective pairs of these coil segment open ends 43 being welded together to provide an electrical connection. There will be a certain degree of manufacturing variations in the shapes and sizes of the resultant welded portions, designated by W in ~~Fig. 3,~~ Fig. 2, however it is ensured that these are within an allowable range of variation. Each of the coil segments constituting the stator coil 4 is covered overall with an electrically insulating layer of enamel material, including the open end portions 43, other than a part of each open end portion 43 that extends a short distance from the tip portion thereof (i.e., to permit welding of the tip to be performed).

Please replace the paragraph beginning on page 25, line 10, with the following rewritten paragraph:

As can be readily understood from Fig. 2, the ~~forward~~ rearward coil end portion 41 is formed by bending each of respective open end portions of coil segments that extend axially outward from the stator core 31, and then performing the aforementioned welding connection of appropriate pairs of these bent end portions. In addition, the stator coil 4 has a forward coil end portion 41 as shown in Fig. 1, which is formed of curved portions of respective coil

segments of the stator coil 4, protruding outward from the stator 3 along the axial direction. Respective linear portions (not shown in the drawings) of the coil segments of the stator coil 4 are contained within axially extending slots which are formed in the periphery of the stator core 31.

Please replace the paragraph beginning on page 36, line 23, with the following rewritten paragraph:

In the third stage, the refrigerant C flows from the air gap, etc., to the inner periphery of the forward coil end portion 41 of the stator coil 4 at a position close to the compressor section 8. The refrigerant C then flows from the inner periphery to the outer periphery of the forward coil end portion 41, to then reach the intake aperture (not shown in the drawings) of the compressor section 8. When this occurs, the greater part of the refrigerant C passes through the gaps that are formed between the curved portions of coil segments that constitute the forward coil end portion 41. Thus the forward coil end portion 41 is effectively cooled by the refrigerant C. Due to the fact that the gaps between the curved portions of coil segments are formed with regular spaces, as described hereinabove, the loss of pressure of the flow of refrigerant C due to passing through the forward coil end portion 41 is comparatively small. A part of the flow of refrigerant C passes through the gap which exists between the forward coil end portion 41 and the bearing holder 7. However the size of that gap is limited to a value that is greater than (but no more than twice) the aforementioned insulation distance specified in the JIS. As a result, the amount of refrigerant C which flows through that gap is not ~~substantial.~~substantial.

Please replace the paragraph beginning on page 41, line 21, with the following rewritten paragraph:

The following five effects are ~~obtain~~ obtained with the above embodiment.

Please replace the paragraph beginning on page 49, line 23, with the following rewritten paragraph:

As a first alternative configuration of the above embodiment, it would be possible to invert the positions of the coil end portions 41, 42, i.e., with the coil end ~~portion 42~~ portion 41 located at the rearward position and the coil end ~~portion 41~~ portion 42 located at the forward position, close to the compressor section 8, and with the location of the refrigerant intake aperture 10 left unchanged. In that case, the refrigerant intake aperture 10 would be positioned opposite the coil end portion 41, formed of the outwardly-protruding curved (U-shaped) portions of the coil segments of the stator coil 4. Such an alternative configuration can be readily envisaged from Fig. 1. In that case, the refrigerant C would blow directly onto the curved segment portions in the coil end portion 41, and since there are no welded portions therein, and the spaces between the conductors are large, the refrigerant C can readily flow between these conductors. Thus, a smaller loss of pressure will result from the flow of the refrigerant C through the coil end portion 41 than occurs with the first embodiment, when the refrigerant C is blown directly onto the coil end portion 42. In addition, the heat dissipation characteristics of the coil end portion 41 are better than those of the coil end portion 42. As a result of the smaller amount of pressure loss in the refrigerant C, an improvement can be expected in the COP that is attained when an electrically powered compressor having such a configuration is utilized in an air conditioner.

Please replace the Abstract with the attached amended Abstract.